Commercial.

TO-DAY.

THE SHARE MARKET.

1 o'clock.

Small transfers of Punjoms were arranged this morning at 10, and there are now sellers at 10½. No other business has been reported.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—159 per cent. premium, buyers.
Union Insurance Society of Canton—$871 per share, sellers.
China Traders' Insurance Company—$68 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$74 per share, sellers.
Yangtsze Insurance Association—Tls. 100 per share, sellers.
Chinese Insurance Company—$170 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$322½ per share, sellers.
China Fire Insurance Company—$73 per share, buyers.
Hongkong and Whampoa Dock Company, 31 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.—$206 per share, sellers.
China and Manila Steam Ship Company—62½ per share, buyers.
Hongkong Gas Company—$135 per share.
Hongkong Hotel Company,—$170 per share, buyers.
Indo-China Steam Navigation Company, Limited—12 per cent. dis., sellers.
Douglas Steamship Company—$53 per share, buyers.
China Sugar Refining Company, Limited—$152 per share, buyers.
Luzon Sugar Refining Company, Limited—$49 per share, sellers.
Hongkong Ice Company—$67 per share, sellers.
Hongkong and China Bakery Company, Limited, —$80 per share.
A. S. Watson & Co., Limited—86 per cent. premium, ex. div., buyers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—8 per cent. premium.
Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—12 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$53 per share.
Perak Tin Mining and Smelting Company—$20 per share.
Panjom and Sungkie Dua Samantan Mining Co.—$10½ per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—6¼ per cent. premium, sellers.
Tonquin Coal Mining Co.—25 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11⅝
Bank Bills, on demand 2/11⅝
Bank Bills, at 30 days' sight 3/1
Bank Bills, at 4 months' sight 3/0⅞
Credits, at 4 months' sight.....3/0⅞
Documentary Bills, at 4 months' sight 3/0½
ON PARIS.—
Bank Bills, on demand 3.78
Credits, at 4 months' sight.....3.85
ON INDIA, T. T. 222½
On Demand 223
ON SHANGHAI.—
Bank, T. T.....72½
Private, 10 days' sight.....72⅜

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul $520/70 (Allowance, Taels 64).
OLD MALWA per picul $580 (Allowance, Taels 64).
NEW PATNA, (without choice) per chest $465
NEW PATNA, (first choice) per chest $467½
NEW PATNA, (bottom) per chest..... $476½
NEW PATNA, (second choice) per chest... $462½
NEW BENARES, (without choice) per chest $458½
NEW BENARES, (bottom) per chest $467½
NEW PERSIAN (best quality) per picul $640
OLD PERSIAN (best quality) per picul. $600
OLD PERSIAN (second quality) per picul. $565 to $570

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Saghalien*, with the next French mail, left Singapore for Saigon and this port at 3 a.m., on the 31st ulto., and may be expected here on or about the 7th instant.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Belgic*, with mails from San Francisco to the 12th ultimo, left Yokohama for this port on the 31st, and is due here on the 6th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s regular fortnightly steamer *Thibet*, from Bombay, left Singapore on the 28th ultimo, at 10 a.m., and is expected here on or about the 2nd instant.

The Ocean Steamship Co.'s steamer *Telamon*, from Liverpool, left Singapore on the 29th ulto., and is due here on the 4th instant.

The E. & A. S. S. Co.'s steamer *Catterthun*, left Port Darwin on the 25th ultimo, and is expected here on the 4th instant.

The P. & O. S. N. Co.'s regular fortnightly steamer *Venetia*, from Bombay, left Singapore on the 30th ultimo, at 1 p.m., and is expected here on the 5th instant.

The German steamer *Bellona*, from Hamburg, left Singapore on the 31st ultimo, and is expected here on the 6th instant.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Melpomene*, from Trieste, left Singapore on the 31st ultimo, and in due here on the 6th instant.

The 'Union' line steamer *Stanmore*, from Hamburg, left Singapore on the 31st ultimo, and may be expected to arrive on the 6th instant.

The 'Glen' line steamer *Glencoe*, from London, left Singapore on the 31st ultimo, and is expected here on the 6th instant.

The Indo-China S. N. Co.'s steamer *Choysang*, from Antwerp and London, left Singapore on the 1st instant, and is due here on the 7th.

Shipping.

ARRIVALS.

FUSHUN, Chinese steamer, 1,503, Croad, 1st June,—Whampoa 1st June, General.—C. M. S. N. Co.
CHI-YUEN, Chinese steamer, 1,211, R. Null, 1st June,—Whampoa 1st June, General.—C. M. S. N. Co.
AMIGO, German steamer, 771, F. A. Bruhn, 2nd June,—Amoy 31st May, General.—Wieler & Co.
CHING-WO, British steamer, 1,554, Machugh, 2nd June,—Glasgow and Birkenhead 19th April, and Singapore 27th May, General.—Arnhold, Karberg & Co.
DIAMOND, British steamer, 1,030, J. Gordon, 2nd June,—Rangoon, *via* Penang, and Singapore, 3rd May, General.—Ban Moh.
KWANGLEE, Chinese steamer, 1,508, A. E. Knight, 2nd June,—Shanghai 29th May, and Swatow 1st June, General.—C. M. S. N. Co.
AMOY, German steamer, 814, R. Kohler, 2nd June,—Whampoa 2nd June, General.—Siemssen & Co.
DENBIGHSHIRE, British steamer, 1,668, S. Rickard, 2nd June,—London 22nd April, and Singapore 27th May, General.—Adamson, Bell & Co.

CLEARANCES AT THE HARBOUR OFFICE

Diamond, British steamer, for Amoy.
Ching-wo, British steamer, for Shanghai.
Fu-shun, Chinese steamer, for Shanghai.
Chi-yuen, Chinese steamer, for Swatow, &c.
Hailan, British steamer, for Swatow, &c.
Fokien, British steamer, for Amoy.
Amigo, German steamer, for Singapore.
Cicero, British steamer, for Saigon.

DEPARTURES.

June 1, *Fu-yew*, Chinese steamer, for Swatow.
June 1, *Frisia*, British steamer, for Whampoa.
June 2, *Verona*, British str., for Singapore, &c.
June 2, *Fooksang*, British steamer, for Swatow, &c.
June 2, *Airlie*, British steamer, for Foochow.
June 2, *Fokien*, British steamer, for Amoy, &c.

PASSENGERS—ARRIVED.

Per *Diamond*, str., from Rangoon, &c.—Mr. Jacobs and friend, 2 Europeans and 570 Chinese from Singapore.
Per *Amigo*, str., from Amoy.—500 Chinese for Singapore and Penang.
Per *Ching-wo*, str., from Singapore, &c.—200 Chinese.
Per *Kwanglee*, str., from Shanghai, &c.—50 Chinese.

DEPARTED.

Per *Verona*, str., from Hongkong.—For Singapore.—Messrs. W. Parlane, Yoek Lun, and H. Rommel. For Colombo.—Mr. W. H. Smith and Miss Smith. For London.—Mrs. Parlane, 2 infants and amah, Master Sidford, and J. D. Canning. From Shanghai.—For Singapore.—Major-General P. Shaughnessy, Mrs. P. Shaughnessy and native female servant, Mrs. Kerr and native female servant. For Penang.—Mr. A. G. Scott and native servant. For Sydney.—Mr. and Mrs. Leigh, European man and maid servants, and Mr. Percy Moore. For Marseilles.—Messrs. Keensley, M. M. Moses and native servant, and Père A. E. Nize and native servant. From Yokohama.—Messrs. Harroll and Huntingdon.
Per *Port Adelaide*, for Kobe.—Mr. Justice Leach. For Yokohama.—Rev. H. W. Hawkes, Messrs. T. D. Burrows, W. E. Jennings, and James Tulloch. For Victoria.—Captain and Mrs. Reynell. For Liverpool.—Lieut.-Colonel W. Laing. For London.—Dr. C. H. Johansen. For Pacific Coast Ports.—613 Chinese (steerage).
Per *Fokien*, str., for Amoy.—2 European and 20 Chinese.

TO DEPART.

Per *Diamond*, str., for Amoy.—520 Chinese.
Per *Fushun*, str., for Shanghai.—120 Chinese.
Per *Chi-yuen*, str., for Swatow, &c.—50 Chinese.
Per *Hailan*, str., for Swatow, &c.—2 Europeans and 150 Chinese.
Per *Amigo*, str., for Singapore.—634 Chinese.
Per *Cicero*, str., for Saigon.—5 Europeans and 6 Chinese.

REPORTS.

The British steamship *Diamond* reports that she left Rangoon, Penang, and Singapore, on the 3rd ultimo. Had light north-west breeze and fine weather throughout the voyage.

The Chinese steamship *Kwanglee* reports that she left Shanghai on the 29th ultimo, and Swatow on the 1st instant. Experienced fresh monsoon and light rain to Swatow; thence moderate monsoon and fine weather.

The British steamship *Ching-wo* reports that she left Glasgow and Birkenhead on the 19th April, and Singapore on the 27th ultimo. Had light variable winds and cloudy weather to lat. 18 deg. north; thence to Hongkong moderate south-west wind and fine weather.

Post Office

MAIL WILL CLOSE

For Swatow, Amoy, & Foochow.—Per *Hailan*, to-morrow, the 3rd instant, at 8.30 A.M.
For Shanghai and Kobe, Yokohama.—Per *Ching-wo*, to-morrow, the 3rd instant, at 9.00 A.M.
For Shanghai.—Per *Amoy*, on Monday, the 4th instant, at 9.30 A.M.
For Kobe and Yokohama.—Per *Benlawers*, on Monday, the 4th instant, at 3.30 P.M.
For Saigon.—Per *Angers*, on Monday, the 4th instant, at 4.30 P.M.
For Europe, &c.—Per *Neckar*, on Wednesday, the 6th instant, at 3.00 P.M.
For Bangkok.—Per *Decima*, on Wednesday, the 6th instant, at 4.30 P.M.
For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Djemnah*, on Thursday, the 7th instant, at 11.00 A.M.
For Singapore.—Per *Lydia*, on Thursday, the 7th instant, at 11.30 A.M.
For Yokohama and San Francisco.—Per *City of New York*, on Saturday, the 9th inst., at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ANGERS, British steamer, 2,077, Pinkham, 29th May,—Saigon 25th May, Rice and Paddy.—Adamson, Bell & Co.
ANTON, German steamer, 396, E. Aereboe, 31st May,—Pakhoi 28th May, and Hoihow 30th, General.—Wieler & Co.
HENLEY, British steamer, 1,446, Valder, 1st June,—Bombay 12th May, and Singapore 25th, General.—Carlowitz & Co.
BENALDER, British steamer, 1,331, R. W. Thomson, 30th May,—Saigon 26th May, Rice.—Gibb, Livingston & Co.
BENLAWERS, British steamer, 1,513, Webster, 28th May,—Saigon 24th May, Rice.—Gibb, Livingston & Co.
CELEBES, Dutch steamer, 1,423, J. C. Joon, 29th May,—Batavia 15th May, Singapore 20th, and Saigon 25th, General.—Jardine, Matheson & Co.
CICERO, British steamer, 1,030, A. George, 27th May,—Saigon 22nd May, Rice and Paddy.—Adamson, Bell & Co.
CITY OF NEW YORK, American steamer, 1,512, Thos. P. Deering, 28th May,—San Francisco 2nd May, and Yokohama 22nd, Mails and General.—P. M. S. S. Co.
DANUBE, British steamer, 562, F. W. Phillips, 30th May,—Haiphong 28th May, General.—A. R. Marty.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FECHTEU, Chinese cable steamer, Piper, 26th May,—from Pakhoi.

HONGKONG—STEAMERS.
Continued.

HAITAN, British steamer, 1 182, S. Ashton, 1st June,—Foochow 29th May, Amoy 30th, and Swatow 31st, General.—D. Lapraik & Co.
KUMAMOTO MARU, Japanese steamer, J. W. Eckstrand, 1st June,—Kutchinotzu 26th May, Coal.—Mitsui Bussan Kaisha.
NANSHAN, British steamer, 805, J. Blackbourne, 31st May,—Bangkok 22nd May, Rice and General.—Hop Hing Hong.
PARTHIA, British steamer, 2,035, F. H. Wallace, 27th May,—Shanghai 21th May, General.—Adamson, Bell & Co.
PROTOS, German steamer, 1,093, C. Sorensen, 19th May,—Saigon 15th May, General.—Ed. Schellhass & Co.
PILOT-FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
RECORDER, British steamer, 676, C. O. Madge, 11th May,—from a cruise, Cable.—E. E., A. & C. Telegraph Co.
TAI-YUAN, British steamer, 1,459, A. Vardin, 27th May,—Sydney 29th April, Brisbane 1st May, Townsville 4th, Cooktown 5th, Thursday Island 7th, and Port Darwin 18th, Flour, &c.—Butterfield & Swire.

SAILING VESSELS.

ANE CATHRINE, Danish brig, 193, N. Ankersen, 20th May,—Newcastle, N.S.W., 26th May, Coal.—Arnhold, Karberg & Co.
ANTOINETTE, British bark, 884, E. Th. Bunje, 30th April,—New York 5th January, Kerosine Oil.—Order.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
FIGARO, German bark, 1,006, G. Heinzel, 16th May.—Singapore 17th April, Timber.—Melchers & Co.
HEINRICH, German ship, 923, F. H. Bannau, 20th May,—Middlesborough 17th Dec., Iron and Cokes.—Arnhold, Karberg & Co.
HAVDN BROWN, American ship, 822, C. H. Havener, 30th April,—Newcastle 3rd March, Coals.—Butterfield & Swire.
LAUGHING WAVE, British brig, 161, Shaw, 21st May,—Freemantle, (W.A.), 17th April, Sandalwood.—Siemssen & Co.
LOUISE, German bark, 653, T. Köhne, 1st May,—Hamburg 6th December, General.—Siemssen & Co.
NEW CITY, British ship, 1,441, C. S. Robinson, 19th May,—Cardiff 28th Nov., Coal.—Order.
RUBY, British ship, 1,392, E. C. Robbus, 11th May,—Cardiff 5th December, Coals.—Messageries Maritimes.
SANTA FILOMENA, Spanish schooner, 449, J. de Mendiguren, 24th Jan.,—Iloilo 31st Dec., General.—Kwong Cheong Tai.
TETUAN, German bark, 138, Röper, 1st April,—Singapore 29th January, Hardwood and Timber.—Chinese.
VELOCITY, British bark, 491, R. Martin, 3rd May,—Honolulu 21st March, General.—Pustau & Co.

WHAMPOA.

BYLGIA, German bark, 333, Weiss, 25th May,—Tientsin, *vid* Newchwang 8th May, Beans.—Chinese.
FRISIA, British steamer, 2,082, C. N. Cobb, 1st June,—Wuhu 26th May, Rice.—Russell & Co.

RIVER STEAMERS.

Futshan, British steamer, 2,260, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
Kiu-kiang, British steamer, 617, S. W. Goggin.—Hongkong, Canton, & Macao Steam-boat Co.
Kiung-chow, British steamer, 159, E. Gaine,—Hongkong, Canton, & Macao Steamboat Co.
Pasig, Chinese steamer, 284, G. W. Wright.—Tok Kee.
Kiang-ping, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.
Powan, British steamer, 1,890, J. P. Hoyland,—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 527, W. J. Risby.—Hongkong, Canton, & Macao Steam-boat Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h-p., 4 guns, Commander R. Blair Maconochie, Shanghai.
Audacious, battle-ship (armoured), 2nd-class, 6,010 tons, 4,830 h-p., 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Shanghai.
Cockchafer, gunboat, 2nd-class, 460 tons, 470 h-p., 4 guns, Lieut.-Commander H. H. Boteler, Shanghai.
Constance, cruiser, 3rd-class, 2,380 tons, 2,590, h-p., 14 guns, Captain L. C. Keppel, Hongkong.
Cordelia, cruiser, 3rd-class, 2,380 tons, 2,420 h-p., 10 guns, Captain H. H. Boys, Chefoo.
Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h-p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
Espoir, gunboat, 2nd-class, 465 tons, 470 h-p., 4 guns, Lieutenant-Comdr. R. Y. Smith, Hongkong.
Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h-p., 8 guns, Captain Charles J. Balfour, East Coast.
Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h-p., 10 guns, Captain M. J. Dunlop, Kobe.
Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h-p., 5 guns, Commander W. H. Marrack, Chefoo.
Merlin, gunboat, 2nd-class, 430 tons, 430 h-p., 4 guns, Lieut.-Comdr. W. H. Maturin, Hongkong.
Mutine, sloop, 1,130 tons, 1,120 h-p., 10 guns, Commander J. H. Martin, East Coast.
Portoise, man-of-war, 1,750, Captain R. W. White, Hongkong.
Rambler, surveying-vessel, 830 tons, 690 h-p., 3 guns, Commander W. A. Moore, on a cruise.
Rattler, gunboat, 1st-class, 670 tons, 1,200 h-p., 6 guns, Lieutenant-Commander W. H. M. Dougall, Kobe.
Sapphire, cruiser, 3rd-class, 1,970 tons, 2,360 h-p., 12 guns, Captain W. C. Karslake, Woosung.
Satellite, cruiser, 3rd-class, 1,420 tons, 1,400, h-p., 8 guns, Captain T. P. W. Needham, Hongkong.
Swift, gun-vessel, 2nd-class, 730 tons, 1,010 h-p., 5 guns, Commander A. C. B. Bromley, Ningpo, re-commissioning.
Tweed, gunboat, Coast Defence, 3rd-class, 363 tons, 340 h-p., 3 guns, Boatswain J. M. Shea, Hongkong, in reserve.
Victor Emanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.
Wivern, Coast Defence ship (armoured), 2,750 tons, 1,450 h-p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.
Wanderer, sloop, 925 tons, 750 h-p., 4 guns, Commander G. A. Giffard, on a cruise, re-commissioning.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Thibet	Bombay	June 2nd	P. & O. S. N. Co.
Telamon	Liverpool	June 4th	Butterfield & Swire.
Catterthun	Port Darwin	June 4th	Russell & Co.
Venetia	Bombay	June 5th	P. & O. S. N. Co.
Belgic	San Francisco	June 6th	O. & O. S. S. Co.
Glencoe	London	June 6th	Jardine, Matheson & Co.
Stanmore	Hamburg	June 6th	Russell & Co.
Melpomene	Trieste	June 6th	Austro-Hung. Lloyd's Co.
Bellona	Hamburg	June 6th	Siemssen & Co.
Saghalien	Marseilles	June 7th	Messageries Maritimes.
Choysang	London	June 7th	Jardine, Matheson & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal	Bellerophon	Butterfield & Swire	June 12th.
Marseilles, via Saigon, &c.	Djemnah	Messageries Maritimes.	June 7th, at noon.
Bremen, & Ports of Call	Neckar	Melchers & Co.	June 6th, at 4 p.m.
Trieste, via Straits, &c.	Melpomene	Austro-Hung. Lloyd's Co.	June 12th, at noon.
Vancouver, B.C., via K., &c.	Parthia	Adamson, Bell & Co.	June 12th, at 3 p.m.
San Francisco, via Y'hama	Belgic	O. & O. S. S. Co.	June 20th, at 3 p.m.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	June 9th, at 3 p.m.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	June 9th.
Straits, Colombo, &c.	Thibet	P. & O. S. N. Co.	June 9th, at noon.
Singapore, Havre, &c.	Lydia	Siemssen & Co.	June 7th, at noon.
Singapore	Deuteros	Ah Yon & Co.	June 6th, at 4 p.m.
Singapore	Celebes	Jardine, Matheson & Co.	About June 6th.
Sandakan and Dudat	Dafila	Ah Yon & Co.	June 15th, at 4 p.m.
Kobe and Yokohama	Benlawers	Gibb, Livingston & Co.	June 4th, at 4 p.m.
Nagasaki, Kobe, &c.	Denbighshire	Adamson, Bell & Co.	About June 2nd.
Tientsin	Whampoa	Butterfield & Swire	June 8th.
Shanghai	Amoy	Siemssen & Co.	June 4th, at 10 a.m.
Shanghai, Kobe, &c.	Saghalien	Messageries Maritimes.	June 7th.
Shanghai, Kobe, &c.	Chingwo	Arnhold, Karberg & Co.	To-morrow, at 4 p.m.
Shanghai, via Amoy	Telamon	Butterfield & Swire	June 6th.
Coast Ports	Haitan	Douglas Lapraik & Co.	To-morrow, at 9 a.m.

Intimations.

W. POWELL & CO.

FURNISHING DEPARTMENT.

WE respectfully call the attention of Shipowners and Captains to the immense facilities at our command for undertaking and executing all orders for SHIP'S UPHOLSTERY.
BEDDING and LINEN of every description.
Good Workmanship and dispatch guaranteed. Estimates Free.

W. POWELL & CO.

VICTORIA EXCHANGE,
(TELEPHONE 21) Hongkong, 31st May, 1888. [6

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS
CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.
CHR. MOTZ & Co.'S BORDEAUX, CLARETS.
IMPERIAL CHAMPAGNE,
LA GRANDE MARQUE.
FLENSBURG STOCKBEER,
ENGINEERS AND BLACKSMITHS' TOOLS.
AND EVERY KIND OF SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 1st January, 1885. [85

FOR SALE.
AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS.
CHAMPAGNE. HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
SODA WATER MACHINERY, Gas Engines.
VELOCIPEDE HORSES.
EMPIRE LUBRICATORS.
ICE MAKING MACHINES.
BICYCLE WHEELS for JINRICKSHAWS.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 22nd May, 1888 [11

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 14th June, 1887. [631

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR
THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.
Y. FUKUHARA,
Acting Manager.
Hongkong, 19th January, 1888. [105

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS,
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.
No. 8, QUEEN'S ROAD CENTRAL. [621

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL. [604

FOR SALE CHEAP.

ABOUT TEN TONS OF ASPHALTE.
Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888. [367

BOWRINGTON FOUNDRY, EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.
PUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.
ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.
Hongkong, 1st January, 1888. [41

NOTICE.

I. DISSE, Dr., Med.,
11, Queen's Road Central.

CONSULTATIONS IN ENGLISH, FRENCH AND GERMAN,
from 8.30 to 10 A.M. and from 2 to 4 P.M.
Hongkong, 9th May, 1888. [495

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1887. [603

NOTICE.

THE "PEIHO TUG AND LIGHTER COMPANY" are now prepared to Lighten Ships and Steamers at the "TAKU BAR." Five Mex: Cents per picul will be charged for dead weight, measurement Cargo in proportion.
The Undersigned will also contract for the towage of sailing vessels from Sea to Tientsin, thence to Sea, and all work will be done under his personal supervision.
JAMES WATTS,
Manager,
"P. T. & L. Co."
Taku, May 28th, 1888. [538

NOTICE.

FOR the Convenience of Customers, the productions of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the Refinery; or Retail orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 27th July, 1887. [24

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST,
A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1888.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY" has again been enlarged and is,
THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Windiwostock, Formosa, the Treaty-Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between FRANCE and CHINA, CHINA and GREAT BRITAIN, FRANCE and ANNAM, RUSSIA and CHINA, BRAZIL and CHINA, and the KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1888 contains a carefully revised
INDEX TO THE ORDINANCES OF HONGKONG;
A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;
THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.
A LADIES DIRECTORY FOR HONGKONG AND
A Mass of interesting information on various subjects, culled from the most trustworthy sources.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," for 1888 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for
THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this Work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of
"THE HONGKONG TELEGRAPH,"
PEDDER'S HILL, HONGKONG.
Hongkong, 16th January, 1888.

Printed and Published by ROBERT FRASER SMITH at

beat Kilwarlin, the future winner of the St. Leger, by six lengths at weight for age in the Queen's Stand Plate, over six furlongs. In the International Plate at Kempton Park Summer Meeting, Crowberry, although carrying 9lb. ex., started an even money chance in a field of nine, but never threatened danger and was unplaced to Bartizan, Balderdash, and Victor Albert, who were placed in the order named. At York in the autumn Crowberry won the Prince of Wales' Stakes (£647) from Caerlaverock, Mr. Houldsworth's Arrandale, and three others, but, in the Champagne at Doncaster he finished behind Ayrshire, Marmiton and Caerlaverock. At Sandown Park in October Mr. Vyner's hard-worked slave ran second, beaten a length, to Mr. Sherrard's Cassimere in the Great Sapling Plate, ten commoners finishing behind the pair; but he wound up the season with a meritorious victory in the Lancaster Nursery Handicap at Manchester November Meeting, carrying the steadier of 8st 12lb. and winning cleverly from Grafton (7st. 2lb.) and Lady Hilda (6st. 12lb), the best of the ten unplaced youngsters being the Duke of Portland's Johnny Morgan, who carried 8st. 10lb. and was beaten off. No record of Crowberry's three year old performances have yet come to hand.

Van Dieman's Land, a chesnut colt by Robert the Devil out of Distant Shore, the property of Mr. Ernes', scored three winning brackets out of seven attempts as a two year old. He first faced the starter in the Fitzwilliam Plate at the Newmarket Craven, but having no quotation in the betting it was not surprising that he finished in the rush, the leading berths being occupied by General Pearson's Anarch, a filly by Robert the Devil out of Peace and Seabreeze. At Epsom Spring Meeting "Van" came out in improved form and scored a handsome win in the Hyde Park Plate (£500) from Saucy Lass, Vixen, and half a dozen other mediocrities, and he followed this up by running second to General O. William's Harpagon in the Kempton Park Breeders' Produce Stakes, conceding the winner a stone, and only losing the fiat by a length, with fourteen racers beaten off. This was form that will bear analysis, as Harpagon was a consistent performer and not very removed from high class. At Newmarket Second Spring in the Breeders' Plate (£425) Van Dieman's Land started at evens, and had no trouble in disposing of the Duke of Beaufort's Hark, Mr. R. H. Combe's Simon Pure and three others, and he improved on this form in the Stanley Stakes, which was run the next race after Merry Hampton had won the Derby, by carrying a 7lb. penalty, and beating Mr. R. Vyner's Gantby by two lengths, the Duke of Beaufort's Saltpetre finishing third, and four outsiders unplaced. In the Thirtieth Ascot Biennial Stakes, Seabreeze cantered away from Hark, Anarch, Van Dieman's Land, (who were placed by the judge in the order named) and a big field, winning easily by five lengths, but there was doubtless a dropping of anchors when it was seen that Lord Calthorpe's shapely filly had the race in hand. Starting at 100 to 8 in the Doncaster Champagne Stakes, the chesnut scion of the mighty "Devil" had to take a back seat to Ayrshire, Marmiton and Caerlaverock, and he then went into winter retirement with the reputation of being a game and improving colt, although not quite a top-sawyer. The only race of which any report has reached herd that Van Dieman's Land took part in this season was the Newmarket Biennial, in which he finished second to Anarch, beating Bellatrix, Caerlaverock, and Zoophyte.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE TIME BALL.

To the Editor of the "Hongkong Telegraph."

SIR,—On the supposition that the time-ball which drops at 1 p.m. every day on the Kowloon shore is as much for the benefit of the community of Hongkong as it is for the shipping of the harbour, I would request that the Government Astronomer, or whoever may be in charge of it, will consider the expediency of painting the ball *white* instead of allowing it to remain red. The latter colour coincides so closely with the red ground at the back, and with the dark green vegetation about, that it is with difficulty the residents of Hongkong can see the ball, except with a good telescope, which all of us do not possess and many more do not find it convenient to use. If painted white, however, the time-ball could be seen distinctly by the unassisted eye. And while making this suggestion, the question may be asked why not—since a gun *does* fire—have that gun near the ball and let it go off on the falling of the ball? The current of electricity, if such a thing is employed for the ball, might readily discharge the cannon as is done in other places of less consequence to the world of commerce than this. There are many places in the western division of the town where neither gun can be heard, where it now is, nor time signal seen. Why the gun should be fired where it is I know not, but have heard various reports; however, if the gun be necessary, as I think it is, there can surely be no reason why its position should not be made more central, and perhaps no more suitable place for it could be found than on that fine piece of elevated ground in front of the police barracks at Kowloon.

I am, Sir,
Yours, &c.,
CITIZEN.

June 1st, 1888.

[The gun fired daily at noon at East Point is an "olo custom" started in the good times by the princely house of Jardine, Matheson & Co., and it has been continued ever since at the sole expense of that firm, to whom our seafaring visitors and the Hongkong community generally are under considerable obligations. If we mistake not there is a gun—the one used to herald the approach of typhoons—available at the time-ball, but we doubt very much whether the benefits to be derived fro- firing it every day at 1 o'clock would justify the cost of the necessary ammunition.—Ed., *H.K. Telegraph*.]

SOME THINGS THAT LOOK EASY.

Many a difficult feat, or task, or operation, loses half its attraction from the very dexterity with which it is performed. One watches a craftsman, or a conjuror, or almost any of the countless actors in life's scene, and seeing how deftly the desired end is attained the exclamation "Why, that's as easy as falling off a log" rises at once to the lips of thoughtless observers. Is it so easy? Well, what will you take first? Take a race—any sort, foot race, boat race, or human race. Say a foot race. It's the last lap, and the man who has run so gallantly up to now is almost sinking at every step, whilst an antagonist with more staying powers, whom you haven't got any money on, is creeping gradually closer. So you, who have done nothing but stand still and perhaps hold up half-a-dozen fellows who are leaning on you—you feel as fresh as a daisy, and you ramp and shout and wonder why in creation your man doesn't spurt in like a deer. It looks easy to do—just those last few yards—but try it yourself.

Talking of laps reminds us of a shorter course where the average reader would soon find "how easy" it was. See a ring-master in a circus slowly and persistently following the rider round, keeping the old loping horse going with his incessant licks. Now, we don't expect that the average reader of these lines could flip a whip worth a cent, but probably they may fancy the rest of the performance is as easy as lying. May be! If you'll just follow in that ringmaster's wake, and keep your eyes on that horse and rider—never mind troubling yourself whether the horse is going the right gait or not, as the man with the whip has to—and you'll perhaps get half-a-dozen times round the tent-pole before you're in a whirl out of which you dimly see something moving between yourself and a patch of colour which may be either the faces of the audience or the Aurora Borealis. But it's so easy.

Speaking of circuses and horses, you sometimes smile a smile of superiority when you're in the street, and you see a bad rider showing a great deal of daylight between himself and the other animal. You "don't ride," yourself, but you'd be kicked to death with wild butterflies if you couldn't beat that. Try, my confident friend. The buoyancy with which you will keep off your horse four-fifths of the short time you're aboard him will only be excelled by the celerity with which your spinal arrangement will coil itself inside your skull, a joint at a time, at what is called in gunnery the instant of impact.

And we dare say you've envied those fellows whom you meet outdoors fossicking for news for the papers. What a jolly easy time they have. Rather! We have known several, and the gorgeous times they had you wouldn't believe. One of them would go out in the morning, and in the first half-hour he'd meet twenty men he knew and ten of that twenty would ask him to have a drink, and the other ten would expect him to invite *them* to ditto, and one would have heard how a man was killed a while ago in Taipingshan, and then your pen-pushing friend would lounge around at a 2.40 gait finding out all about the tragedy, and in the end he would sit down and laugh his head off to find it was a little girl who had a narrow escape at the other end of the town the day but one before. On another day he'd drop across a discontented broker who had complained that there was never any news in the papers, and this man would have had something happen to him or his family. And my friend would while away an hour accompanying this eminently enterprising citizen blandly but vainly endeavoring to get to know the details. And next morning another ass of a reader would complain that those dashed papers hadn't a word about the affair. And yet it's all so easy.

THE PRINCE AND THE PRESS.

The latest English sensation, the Tummy-Beere imbroglio, was thus summarised by a London Radical evening paper:

"Suddenly, as people were straining every ear to catch every word from the pallid lips of Mrs. Beere, there came from the Royal box the loud hum—nay, that is not the word—the low murmur of conversation. At first even the well-trained audience in the stalls was startled out of its propriety, and to keep around with a shock. It was soon seen what was the matter. In the presence of the whole audience the Prince of Wales was speaking, not in the natural tone of conversation, but in such a voice as you would expect if he were shouting from one end to another of a large field."

Concerning this matter, which has a special even if indirect interest for Australians, inasmuch as the play at which the trouble occurred was written by Mrs. Campbell-Praed (née Murray-Prior, formerly of Queensland), an organ of the green-room aristocracy has the following:—

"Most of the subjects touched on by the Radical rags are absolutely outside the knowledge of clean-minded and clean-handed men. We have to candidly admit that the *Pall Mall Gazette* has more opportunities of obtaining absolutely authentic information from Elfsa Jarrett about the vilest of the vile, and from Jeames as to whether servants bet than we have. It would be quite impossible, indeed, for us to compete with them, for they have the monopoly of everything that is disreputable and dirty. You have to be born to the manner of Bill Sikes and Nancy before you can mix with them. In the same way, you must be born a gentleman before you can feel like one, to say nothing of mixing with them. Once a cad, a cad for ever. If you were born in a hovel, and grew up with a snub nose, high-cheek bones, a strong dialect, and splay feet—good clothes, six lessons in French, a nose-machine and tight boots are simply wasted on you, and you will never either look a gentleman or feel like one. It is the same if you are born of gentlefolk, and are brought up and educated among decent people, you never succeed in getting away from your your early breeding and training. You may do a great many desperately wrong things, and mix with exceedingly questionable company; but you never quite manage to get out of a gentleman's skin, and you always have the instincts of one. I do not for one minute intend to insinuate that to be born a cad has not many more advantages than to be born a gentleman. I merely wish to point out that the breeds are as distinct as that of cart-horses and Arabs. That is not my point. I am only anxious to preserve the fact that cads are cads, and gentlemen are gentlemen, and that they do not mix and cannot compete on the same platform, for the simple reason that they do not understand one another. It is for this reason that we seldom understand the Radical papers. Occasionally, however, they try to understand gentlemen, and then it is that they become really amusing. It is singular the effect that the sight of a gentleman has upon the Red rags. They become raving mad, dash into anything, and lose all control over themselves and over the English grammar. A singular instance of this occurred on last Wednesday night at the Opera Comique. The Prince of Wales occupied a private box, and early in the first act was noticed to turn his back on the stage and start talking. If every one else had done the same, it would not have been surprising, for the play was intensely dull and nasty. The Prince, however, not only showed his good sense, but had very just cause for making a public protest against a direct insult which was publicly offered to him in the presence of some hundreds of people. He went out of his way to honour Mrs. Pemard-Beere by patronising her first night, and only theatrical managers know how valuable the Prince's patronage is to them. The fact of the Prince having visited a theatre puts hundreds of pounds in a theatrical manager's pocket, and managers naturally do all they can to induce him to come. The Prince of Wales is a busy man, but there is no better patron of the drama, and he has often and often put himself out, and bored himself by sitting out a stupid play, in order to give a theatrical manager who wanted it a leg up. The Prince of Wales is the leader of fashion, and has always shown himself not only the best of judges of good taste, but considerate and forgiving. At the same time, he very properly resents a liberty, and objects to be made a butt of to please anyone. When a certain actor so far forgot himself as to sing an indecent song at Marlborough House, the Prince snubbed him publicly, by turning his back and starting talking. At the same time, when it reached the Prince's ears that the snub had been noised abroad, he made a point of not only going the very next night to the theatre where the actor in question was playing, but actually took the Princess with him, so as to allay the scandal, and show he bore no ill-feeling. An almost similar insult was offered to the Prince at the Opera Comique on Wednesday night, and he very properly again administered a snub by turning his back; and talking in a loud tone of voice. One of the characters in the play had to say: "There is Mrs. So-and-So, who is always pleasant, and always has a smiling face," or words to that effect and Mrs. Campbell-Praed, in order to show how conversant she is with good society, gave the heroine these words to say: "Yes, and Illustrious Personage once told her she had pretty teeth, and she has been on the grin ever since". . . everyone who is not a Radical journalist knew at once that not only was the Prince referred to, but that a piece of gratuitous impertinence had been offered to a well-known lady in society, and was not in any way surprised at the Prince's otherwise unexplainable conduct. The Prince of Wales did, as he always does, precisely the right thing. Indeed, there was absolutely nothing else that he could have done under the circumstances. He, good-naturedly, came to the theatre to do Mrs. Beere a good turn, and he was alluded to with the vulgar familiarity with which a lion comique addresses his pal, the chairman. The theatre, however, is not a music-hall, and Mrs. Beere had no more right to allude to the Prince and his friends than she would have to allude to me or anyone else in the boxes or stalls."

From these remarks a lot of things become apparent all at once. For one thing, it appears that Wales is in the habit of making remarks to his lady friends regarding their personal appearance—if he were not, the allusion to the Illustrious Personage would lose its point, especially as the capital letters are not expressed in conversation. For another, when the Prince is offended by a public performance it is "the right thing" for him, instead of leaving the theatre as any average gentleman would do, to "holler" out, and thus spoil the enjoyment of others who have paid for their night's amusement. In his capacity as a gentleman—which the Tory paper so carefully points out is an entirely distinct animal from a cart-horse—and from the high moral aspect of his character, he feels himself called upon to bawl, in the presence of a large audience, in order to drown an unwholesome play. Mrs. Beere, whom he thus endeavoured to smother, was formerly a barmaid in the employ of Spiers and Pond, and her speciality is portraying the heroines of divorce cases on the stage, and Mrs. Praed's strong point lies in writing dramatic balderdash of a character which is unhealthy to the verge of absolute immorality. The moral Wales knew, from the conjunction of two such stars, what kind of a show he was going to witness, and, having attended dozens of similar plays before, his screaming can only be accounted for on the basis of an innate inability to conduct himself decently or a sudden and inconsiderate repentance combined with a resolve to live cleanly and abjure ballet-girls for the rest of his life.—*Sydney Bulletin*.

THE COMING TEA SEASON.

A correspondent who adopts the suggestive *nom de plume* "Pots and Cups," writes as follows to the Foochow *Echo* under date May 24th:—

Under the above heading, there is an article in the *London and China Express* of the 23rd March, which will have been read with dismal interest by shippers of China teas. It must undoubtedly be most disgreeable for them to have to read in a newspaper, what they already know so well, that owing to the inferiority of Foochow teas, and the high prices paid for such poor quality in the past few years, they are rapidly being ousted from their share of the Tea trade in the United Kingdom. Yet, is it not far better to know the truth, and face it? Surely it is the only safe way to go to work. If, as the following extract from Messrs. Geo. White & Co.'s Annual Circular shows, only 90 million lbs. of Tea are now required *from all China*, it is as well to consider how that quantity may be best sent forward to avoid loss to the shipper, and we may preface the extract by suggesting the following as a material division; say—

	lbs.
From the Northern Ports	45,000,000
Foochow	30,000,000
" Canton	15,000,000

Giving the large proportion to the North, as supplying the teas suitable to the demands of buyers for export in London.

"The total home consumption of all Tea for the year 1887 was 180½ million lbs., against 177 million lbs. in 1886, an increase of 3½ million lbs.; whilst our export for the same period, chiefly on account of larger direct shipments from China to Russia, decreased 9 million lbs. being 35 million lbs. against 44 million lbs. in 1886. The falling off in the home consumption of China Tea was, however, no less than 13¾ million lbs., but the increased deliveries of Indian and Ceylon have more than covered this deficiency, and made up the excess in the total home consumption. This proves that British-grown Tea has gained in favour rapidly at the expense of Chinese, as the monthly deliveries of the former have at times been rather in excess of Congou.

It has been fortunate for the market generally that total shipments for the season, as telegraphed from China, are about 28 million lbs. less to Great Britain, otherwise there would have been an excess to deal with; but with the probable increased yields from India and Ceylon, another shrinkage of 30 to 35 million lbs. is necessary in the exports from China during the coming season.

	lbs.
Supposing our Home Consumption to be increased to	185,000,000
And Export Trade to be reduced to	30,000,000
The total requirements will be	215,000,000
India will probably send	92,000,000
Ceylon and Java	33,000,000
The balance required from China will be	90,000,000
	215,000,000

From which it will be seen that *only 60 million lbs.* of China Tea will be wanted for home consumption."

Our only chance of success in this matter is to commence our operations in the most cautious manner, endeavouring by all means in our power to send forward the teas slowly and at proper intervals; and above all to see that opening prices are established on a safe and lower basis. In fact we must realize that the position of China tea at home, is entirely changed, and that our only hope to retain our hold on the trade at all, is to throw away all old fashioned traditions and frankly accept the new order of things. What is the use of shipping to make a loss, or even with the hope of a doubtful profit? Teas must now be bought with a view to a profit on each individual parcel, and not in strings for a commission.

The news from the North is of the most meagre description at present, but if all we hear be true, they have commenced operations there on the same old lines, and have paid prices that leave the very remotest chance of profit under the new *régime*. The competition with Russian buyers is no doubt, in some measure, answerable for this, but why should London buyers follow suit? It is not too late for our friends here to take this matter to heart, and remember that to bring about a profitable result, the Market should be opened upon a London, rather than an Australian basis. If this plan is carried out, good will result to both countries.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self addressed stamped envelope.

CHINA COAST METEOROLOGICAL REGISTER.

1st June, 1888.—At 4 p.m.

STATION	Barometer red. to sea level & 32° Fahr.	Temperature	Humidity	Wind. Direction	Wind. Force	Weather	Rain last 24 hours
Wladiwostock	29.80	47	...	S	2	f	...
Tokio	29.72	...	...	S	2	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	29.64	87	69	SW	3	c	...
Amoy	29.71	84	85	S	2	c	...
Hongkong	29.71	83	78	SW	2	c	...
Haiphong	29.78	90	68	NW	2	c	...
Bolinao	29.82	83	88	W	2	c	...
Manila	29.76	84	87	NW	2	c	...

2nd June, 1888.—At 10 a.m.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity	Wind. Direction.	Wind. Force.	Weather	Rain last 24 hours
Wladiwostock	29.82	49	92	SW	1	o	...
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai		...	...	...	...	...	...
Amoy		...	...	...	...	...	...
Hongkong	29.73	85	70	SW	3	c	...
Haiphong		...	...	...	...	...	...
Bolinao		...	...	...	...	...	...
Manila		...	...	...	...	...	...

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew, *wet*. 7—Rain in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 2nd June, 1888.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

TO-DAY.

Barometer—9 A.M.	29.80
Ditto—noon	29.75
Ditto—3 P.M.	85
Thermometer—9 A.M.	87
Ditto—noon	85
Ditto—3 P.M.	84
Thermometer—9 A.M. (Wet bulb)	81
Thermometer—3 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	81
Thermometer—Maximum	87
Thermometer—Minimum (over night)	77

To-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"AMOY,"

Captain R. Köhler, will be despatched for the above Port, on MONDAY, the 4th instant, at 10 A.M.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Hongkong, 2nd June, 1888. [554

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CHINGWO,"

R. H. Machugh, Commander, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 4 P.M.

For Freight, etc., apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 2nd June, 1888. [547

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"CHINGWO"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 8th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th inst., will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 2nd June, 1888. [555

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"DENBIGHSHIRE,"

Rickard, Commander, will be despatched for the above Ports, at 4 P.M., TO-MORROW, the 3rd instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 2nd June, 1888. [533

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "DENBIGHSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 2nd June, 1888. [533

STEAM TO STRAITS, COLOMBO AND BOMBAY, connecting at COLOMBO with the Company's Steamer "BENGAL" for LONDON & INTERMEDIATE PORTS.

THE P. & O. S. N. Co.'s Steamship

"THIBET"

will leave for the above places on SATURDAY, the 9th instant, at NOON.

For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
Hongkong, 2nd June, 1888. [556

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the CITY HALL, Victoria, Hongkong, on MONDAY, the 18th June, 1888, at 3 of the CLOCK in the Afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution.

RESOLUTION.

That the Company be wound up voluntarily in accordance with the Company's Articles of Association and under the provisions of the Companies Ordinances 1865 to 1888.

Dated the first day of June, 1888.

By Order of the Board,
SAM. J. GOWN,
Secretary.
557]

NOTICE.

DURING my absence from the Colony Mr. GEO. FERGUSON will take charge of my Business.

ANDREW JOHNSTON.
Hongkong, 2nd June, 1888. [558

NOW READY.

PRICE FIFTY CENTS.

THE LAW OF STORM in the EASTERN SEAS, by W. DOBERCK, Government Astronomer.

MAY BE PROCURED AT Messrs. Kelly & Walsh, Limited, Hongkong.
" Lane, Crawford & Co. "
" G. Falconer & Co. "
" C. J. Gaupp & Co. "
" F. Blackhead & Co. "
" Heuermann, Herbst & Co. "
" More & Seimund. "
" MacEwen, Frickel & Co. "
Mr. W. Brewer. "
The "Hongkong Telegraph" Office "
Messrs. Quelch & Co., Swatow.
Mr. N. Moulle, Amoy.
Messrs. Hedge & Co., Foochow.
Messrs. Kelly & Walsh, Limited, Shanghai.
Messrs. Kelly & Walsh, Limited, Yokohama.
Hongkong, 30th September, 1886

Consignees.

CANADIAN PACIFIC STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "PARTHIA,"

FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA, AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 28th May, 1888. [536

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. D. HARMAN,
Agent.
Hongkong, 28th May, 1888 [1

Masonic.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

AN EMERGENCY MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 4th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 1st June, 1888 [553

Notices of Firms.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

THE Undersigned has this day resumed Charge.

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 28th May, 1888. [536

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1888. [150

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, Equal to $833,333·3.
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1884. [877

To be Let.

MACAO.

TO BE LET UNFURNISHED OR PARTLY FURNISHED,

A BUNGALOW, opposite the Public Gardens, at the western end of the Praya Grande. Excellent water supply, and Servants quarters attached. Rent very moderate.

Apply to
A. A. DE MELLO & Co.,
Macao.
Macao, 3rd April, 1888 [368

TO LET,
IMMEDIATE POSSESSION.

HOUSE No. 1, "BALL'S COURT," Bonham Road.

SHOPS and ROOMS in Nos. 6, 11, 12, 13 & 14, "BEACONSFIELD ARCADE," Queen's Road.

HOUSE No. 31, 'WEST VILLA," Pokfulum Road.

Apply to
BELILIOS & Co.
Hongkong, 30th May, 1888. [546

TO LET.

A COMMODIOUS Suit of OFFICES in the ICE HOUSE BUILDINGS.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd March, 1888. [332

TO BE LET.

A SEMI-DETACHED HOUSE in Richmond Terrace, containing 6 Comfortable Rooms, 3 Bath Rooms and convenient Out Offices.

A New Story has just been added to the Servants' Quarters.

Apply to
MR. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, 24th April, 1888. [131

TO LET.

ROOMS in "COLLEGE CHAMBERS."

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1888 [52

Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th instant.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS,
4 to 8 P.M. every quarter of an hour.

UP:—Tickets may be obtained in the Cars. First-class, 30 Cents; Second-class (intended for Soldiers, Sailors and Policemen only), 20 Cents; Third-class (intended for Chinese only), 10 Cents.

DOWN:—TICKETS at HALF the above Rates.

Gentlemen are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at $12.00; and Tickets for six trips up and six trips down, at $2.50; Five-Cent Coupons and Reduced Tickets for Servants in the other classes may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 31st May, 1888. [539

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

INTEREST DUE on above LOAN will be payable at the Offices of THE HONGKONG AND SHANGHAI BANKING CORPORATION on and after 1st June, 1888.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 1st June, 1888 [552

NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that the Undermentioned Fully Paid up Share Certificates were destroyed by Fire at Foochow on the 5th January, 1888.

Script	75/78, 40	Shares	Hon. C. P. Chater, 12757-2796.
"	1263, 50	"	Jeronymo Miguel dos Remedios, 25776-25800 (25), 26281-26295 (15), 28191-28195 (5), 35129-35133 (5).
"	1265, 30	"	Ruttunjee Cursetjee Vania, 28971-29000.
"	1267, 15	"	Demetrio d'Araujo e Silva, 25526-25540.
"	1482, 50	"	Francis Henry Cave-Thomas, 25651-25675 (25), 19251-19275 (25),
"	1626, 10	"	Alexander William Vans Gibb, 32265-32274.

195 Shares.

And should the same not be produced before the 22nd June, 1888, Duplicate Certificates will be issued in name of the above parties, and no transaction taking place under the aforesaid Original Certificates will be recognized by this Company.

A. O'D. GOURDIN,
Secretary.
Hongkong, 22nd May, 1888 [522

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,
ISAAC HUGHES,
Secretary.
Hongkong, 20th April, 1888. [428

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging Bombay Cotton and Cotton Yarn, at the Kowloon Wharves will have free storage for 14 days from arrival, after which a RENT of 3 Cents per Bale per Month will be charged.

ISAAC HUGHES,
Secretary.
Hongkong, 7th November, 1887. [32

PENINSULAR AND ORIENTAL STEAM-SHIP COMPANY.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 19th May at NOON, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between Hongkong and London *via* Marseilles.

This improved service will *abolish all Transhipments*, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of Cargo, and for Passenger accommodation and cuisine.

The attention of Passengers is specially called to the greatly improved *second-saloon* accommodation and attendance.

E. L. WOODIN,
Superintendent.
Hongkong, 8th May, 1888. [488

FOR SALE, CHEAP.

SEVERAL RELIABLE HACKS AND CARRIAGE PONIES.

ALSO,

A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to
No. 6, PEDDER'S HILL.
Hongkong, 30th May, 1886.

Intimations.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED A FURTHER SUPPLY

of

MONTSERRAT LIME FRUIT JUICE,

CORDIALS,

JUJUBES, and

TABLETS.

MAWSON & SWAN'S

NEW PATENT WATER FILTERS.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

Hongkong, 8th May, 1888. [5

The Hongkong Telegraph.

HONGKONG, SATURDAY, JUNE 2, 1888.

TELEGRAMS.

(From *Straits Times*.)

ELECTION INTELLIGENCE.

LONDON, May 24th.

Mr. Evans, Separatist, has defeated Mr. Guest, Conservative, by 900 votes for the representation of Southampton, vacant by the appointment of Admiral Sir J. E. Commerell G.C.B., V.C. to the post of Admiral Superintendent at Portsmouth.

STRAITS SETTLEMENTS.

The Hon'ble J. F. Dickson, Colonial Secretary, Straits Settlements, has been appointed Knight Commander of the most distinguished Order of St. Michael and St. George.

LOCAL AND GENERAL.

WE are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glencoe*, from London, left Singapore on the 31st ulto., and is expected here on the 6th inst.

TO-DAY Mr. Sercombe-Smith fined two chair-coolies $3 each or in default 3 weeks in chokey for plying for hire without a license. The heathen were equal to the occasion and laid down the stumps with a broad grin.

YOUNG Wall-street broker—I have long loved your daughter, sir, and I would like to make her my wife. Old man—What are your prospects in life? Broker—Well, sir, Russell Sage told me yesterday that in a few days the whole list would be booming. So I went short to the extent of my margin. Old man—Take her, Napoleon.

THUS a San Francisco contemporary:—Boulanger says it is wise to prepare for war, but not to declare it. We doubt it. The armed peace, which costs Europe over a billion annually, and takes from productive employment hundreds of thousands of men, in the best period of their lives, might be profitably exchanged for a sharp, decisive war.

"THE Devil—Who and what is He?" is the taking title of a little volume lately published in Melbourne. It is written by a minister, of some sort. Without attempting to trace the pedigree of the party written about in the little book, we may say, out of a mere regard for seeing justice done to the weaker side, that he is the clergyman's best friend.

THIS morning Mr. Wodehouse sentenced two men to six months imprisonment each, with hard labour. One of the prisoners had been found guilty of "skinning" a school boy, by sending him into a shop to sell a gold ring which turned out to be copper, and during the youngster's negotiations with the pawn-broking shopman, clearing out with his two jackets and umbrella. The other culprit had obtained various sums of money, by false pretences, from shopmen in the neighbourhood of Wellington Street.

THE Chinese, the *Philadelphia Times* says, have already made preparations to evade the Anti-Chinese Treaty in case of its passing. A "Bureau of Convenience" will be started to accommodate Chinamen who wish to return to the United States and whose entrance is denied because they have neither a wife nor $1,000 worth of property here. The bureau will furnish them with temporary wives and $1,000 worth of property for a consideration, and thus enable them to comply with the requirements of the law.

MR. Wodehouse to-day sentenced a vagabond found guilty of stealing a boat belonging to a marine hawker, to three months imprisonment with hard labour. The delinquent, who was acquainted with the habits of the hawker, had watched him coming ashore from his sampan and had then invited a friend to go with him, take the boat, and start across "the sea" for Sam-sui-po ostensibly to "look for work" but as was suspected by the police to sell her to one of the thousand marine store dealers in that enterprising city. Two previous convictions stood against the name of the defaulter.

THREE opium smugglers stood in the dock of the police court this morning to answer the charge of a native officer of the excise who, with so many of his brethren, are always on the look out to run in defaulters of this order, whose "name is legion." The first defendant, master of a junk, was caught with one tael of the pure stuff and one of dross, for which offence he was requested to plank down $5. The second, a man of 30, who had the assurance to describe himself as a "school boy" had one tael of the prepared mixture and 6 of dross, for which he was fined $8, and the third "criminal," a so-called scholar was fined $3 or one week; Mr. Sercombe-Smith directing half the fines to be given to the informer.

THE steamship *Glenfalloch*, on arrival at Singapore from Swatow on May 23rd with 968 Chinese passengers on board, was at once put into quarantine, two fatal cases of cholera having occurred during the voyage.

AT three o'clock yesterday afternoon a shrimp-boat with three persons in it capsized off Tsim-sa-tsui, by a squall striking her. A passing launch rescued two of them, the third, a little girl, was drowned.

TO-DAY two junk masters were yanked up to Wyndham Street for the old offence of anchoring their craft in the harbour fairways on the 2nd inst. The case being proven by P. C. McIntosh, Mr. Sercombe Smith fined the offending couple each $10, the payment of which goes to prove either the dense stupidity, the remarkable opulence, or the consummate indifference of this class of seamen, to money fines. As it is reasonable to suppose, however, that these junk men are all comparatively poor it is satisfactory to find the magistrates have reduced the fines for this offence from $25 to $10. It is not so very long ago since the master of a junk, with his family on board, either could not or would not produce the former amount, and was sent to gaol for six weeks, with hard labour,—surely a very hard case in the face of all circumstances.

THE collision between the "Apcar" steamer *Arratoon Apcar* and the Ocean Co.'s steamer *Hebe*, some interesting particulars of which we published several days ago, occurred at 3.40 a.m. on Tuesday, May 22nd, about 25 miles south of Malacca. The damages sustained by both vessels are exactly as we previously stated, and there would appear to be very little doubt from the statements made by both Capt. Olifent and Capt. Ruston that the *Hebe* will be held responsible for the accident. It is stated that it was clear moonlight when the steamers collided both going at full speed—about 19 knots an hour. A Singapore paper hears that the repairs to the *Arratoon Apcar* will cost about $40,000, but as the steamer had not been docked such an estimate is mere guess-work; however, there can be no doubt that both vessels are extensively damaged. Fortunately no lives were lost, and the cargoes escaped uninjured. A Marine Court of Inquiry will be held in due course.

A WASHINGTON telegram dated April 4th says:—The alleged seizure by British vessels of certain small islands in the Pacific ocean is probably no seizure at all, but simply protection to the British subjects occupying them, as American citizens occupy others. A gentleman who is visiting Washington, who occupies several such islands, says: "A certain Mr. Arundel, representing Houlder Brothers in London, has had for many years these islands under the protection of the British flag, and has worked them for the deposits of guano. After removing these deposits he has planted cocoanut trees, and I think it very probable that this was done under the same theory of occupation as that under which the British Government granted him protection. A Scotchman named Gregg some thirty years ago went farming on an island, and it became his by right of possession. He lived there with a few natives, raised a family, and for many years made cocoanut oil, which he shipped to Honolulu for sale. I fancy that if anything has been done it is merely to continue the protection of the British flag to Gregg and his successors. Penrhyn is an island which Arundel had in his possession under the British flag. Christmas island has a large area, with a few cocoanut trees at one end, but with no guano deposits upon it of any value. The island has no possible value for the future save in cocoanuts."

FOR a professedly missionary—*i.e.* religious—journal, our evening contemporary is amusingly inconsistent, childishly eccentric, and idiotically erratic. These qualities may be the result of the lofty aspirations which direct the elevated mind of the "boss" paragraphist, and possibly their foundation might be traced to a combination of profound ignorance and stilted self-conceit; but whatever the cause there cannot be the slightest doubt as to the effects. They invariably show what a wretched sham runs its dreary course under false colours. The *China Mail* poses as an unswerving supporter of principles, it upholds propriety of behaviour to the full extent of its somewhat limited vocabulary, and in the same instant calmly kicks the traces into the ditch, ignores its own high-toned argument, and revels in the same illicit practice at which it had previously held up its hands in pious horror. The *Daily Press* reporter, who appears to have been present at the private meeting of the shareholders in the Punjom Company held on the 30th ultimo, thought fit to summarise the proceedings in an editorial, and in so doing he was acting well within his rights both as a shareholder in the Company and as a public journalist. This action of a rival paper apparently stuck in the gizzard of the purveyor of stale chatter for the *Snail*, and he loftily announced in the next issue of his wretched rag that "it may be open to question whether the proceedings of an avowedly private meeting ought properly to have formed the subject of a newspaper article." He had just previously, with characteristic inconsistency, expressed his opinion that the meeting ought not to have been a private one. And what followed, gentle reader?—After crushing the *Daily Press* with the full weight of his withering scorn for reporting and commenting on what took place at the avowedly private meeting of the shareholders of a public company, the great censor, of course, buried all the rest in the secret recesses of his expansive chest? Well, he didn't do that exactly; in fact, he proceeded at once to show that in his opinion two blacks make a white and two pirates a respectable missionary, by detailing and commenting on the Punjom secrets in exactly the same style he had so severely condemned in the morning paper. And the shabby excuse he made was that whether it was right or wrong did not make any difference now. We hope our weak-knee'd friend did not buy his Punjoms at too high a price, but we have our fears on that score—yes, we have our fears.

MR. Justice Leach left in the *Port Adelaide* yesterday, to enjoy a two months' holiday in Kobe.

ANOTHER treat for the believers in Peter the Fisherman, and that worthy old gentleman the Pope of Rome. A Papal encyclical—that is a circular letter from the Roman "joss" to his agents—has been issued, ordering a special Mass for the dead to be celebrated in every cathedral, parochial, and collegiate church all over the world, "with the greatest solemnity possible, and according to the rite indicated by the Missal for the commemoration of all the faithful departed," on the last Sunday of the month of September. We hope the "faithful departed" will feel all the better for this ridiculous mummery. Brother *Junior Warden, trot in the goat.*

THIS morning two stone-cutters were charged by the police with trespassing on Crown lands and there quarrying stones in the neighbourhood of Yau-ma-ti, on the 2nd inst. P.C. 221 said at 7 a.m. this morning he found the 2nd defendant employed busily, with all the implements of quarrying, on the spot indicated; asked him by whose authority he was working and was told by his master's; asked who that might be, when defendant took witness to another party who at once accepted the responsibility and was in turn arrested. The two defendants were remanded till Monday next, guaranteeing a surety of $2 each for their next appearance.

IT appears that the Canadians intend to build a yacht to compete for the "America" cup. The model bears some resemblance to the *Volunteer*. Although there is less displacement about it, the claim is made that it will glide through the water more rapidly, and it will stand up under a heavy press of canvas better than the *Volunteer*. As compared in size with the latter vessel, the new yacht, which is to be called the *Bluenose*, will perhaps be two feet longer over all, and will have a trifle more draft, and will spread considerably more canvas. Her dimensions will be: Length over all, 107 feet; length on water line, 86 feet; extreme beam, 23 feet 4 inches; draft, 10½ feet; displacement in tons, 105; she will be a centre-board boat and will be built at St. John's.

THREE of the great unshaved calling themselves marine hawkers were this morning charged by P.C. 421 with unlawfully boarding the steamer *Port Adelaide* at 12.30 p.m. on the 1st instant without the permission of the captain, and after the health officer had inspected the passengers and left the ship. The *Port Adelaide* was on the point of leaving port when the defendants were observed climbing up her side by means of their bamboo boats-hooks attached to her rigging. The constable said he arrested the men by the orders of the first officer. The first defendant explained that he ascended the side at the request of the ship's passengers who wanted to buy some of his commodities. The 2nd said he had an order for fruit, and the 3rd apologist and defaulter "allowed" that the departing emigrants were howling to him to supply cakes, so what else could he do? Mr. Sercombe Smith fined the trio $10 each, which one paid and two did not, but rather went in as young recruits under General Gordon's command.

WE find this in the Sydney *Bulletin*:—The great faith-healing game is not prospering at Wellington, New Zealand. A convention was held some little time ago in that windy city for the purpose of breathing through red flannel on to damaged and decayed brethren and magnetising ruined human fabrics, but it broke up suddenly owing to the discovery that the whole batch of delegates did not possess enough faith among them to cover a penny doll, let alone sufficient to clothe a good-sized Keristian beruther weighing 18 stone and filled with buns, hope, charity, muffins, brotherly love, buttered toast, and six cups of strong tea. The circumstances of this break-up were painful in the extreme. There was a large audience of paralytics and others, and preparatory to the business of the evening, a meditative bounder was delivering an address on faith regarded as a cure for measles, mumps, shipwreck, sudden death, premature baldness, hypochondria, dog-bites, goats, and pursuing crocodiles. The chairman was dozing in the seat of honour, and a number of sober sisters were gathered around him. Suddenly a dense smoke began to rise from the slumbering gentleman; a crackling sound was heard, and a cry went forth that the superintendent of the new sect was a combusted office-bearer. The chairman's coat tails had been dangling in the jaws of the gas-stove and the devouring element had attached itself to the garment. Then the brotherhood forgot all about their power to heal the sinned part of the sufferer by the exercise of faith, and streaked in wild terror for the door, treading cripples and paralytics underfoot as they went. The sisters girded up their bustles and sliddered from the platform on top of the apostles, and the apostles fell over the disciples, and there arose a great shove among the halt, the maimed, and the blind. All sorts of diseases were cast out into the gutter, and the chairman was left behind in a state of wild conflagration vainly reaching for his coat-tails in his efforts to extinguish the holocaust which was going on at the back of him, and kicking himself with both feet in a badly-scared endeavour to alleviate his sufferings. His fate promised to be a lamentable one, but at this awful crisis a big cripple stumped resolutely up to the platform, and whacked out the flames with his crutches, his wooden leg, and his hat, and having got the patient down, he poured the contents of the water-bottle over his smouldering frame. Then the fire brigade appeared on the scene, and turned a 50 horse-power stream on to things in general, knocking the cripple over, and washing him to the other end of the premises. A little later the pallid faith-healers began to straggle back, and wanted to breathe through red flannel on the soaked and mutilated one, but he rejected their kindly offers with scorn, and said if he couldn't be dried by faith, he would abandon the whole thing, and with that he stumped away with derision in his eye. The conference shortly afterwards adjourned indefinitely, and advertised as being to let.

AS will be seen by an advertisement in another column, an extraordinary general meeting of the shareholders in the Chinese Insurance Company, Limited, will be held at the City Hall, on Monday, June 18th, to consider a resolution proposing to voluntarily wind up the Company.

THE following are the Orders of the Day for the Legislative Council to be held on Monday, the 4th inst., at 4 p.m.:—

1. First reading of a Bill entitled "The Fire Enquiry Ordinance, 1888."
2. To resume Committee on the Bill entitled "The Coroner's Abolition Ordinance, 1888."

MR. Gladstone, replying to a correspondent, says: I am not aware of ever having condemned the purchase of Suez Canal Shares as a commercial speculation, if it be the proper way to employ the money raised by public taxes; and I think it probable that the purchase had a large share in bringing about those disastrous arrangements of the Beaconsfield Government in Egypt which have led to an expenditure far exceeding the profit on the shares.

ABOUT eight o'clock last night a number of gamblers in an opium divan in the neighbourhood of Gilman's bazaar got quarrelling. Daggers were produced and inserted several times into a Chinaman named Ho Chun, seven wounds being inflicted in the arm, head, and body. He was taken to the Government Hospital, but is not expected to live. One man, a coppersmith named Lo-Achun, is arrested, and a number of others are to be. Mr. Sercombe-Smith remanded the prisoner till Monday.

A RATHER amusing newspaper case, *Marks v. Blyth*, was tried in London the other day before Mr. Justice Hawkins and a special jury, in which the plaintiff sued for 1,000*l.* for alleged libel. The defendant pleaded, under Lord Campbell's Act, that the paragraph complained of had been inserted without malice and without gross negligence, and that an apology had been inserted. He also paid 10*l.* into court.—Mr. H. Kisch and Mr. C. Salter were for the plaintiff; and Mr. Kemp, Q.C., Mr. Horace Browne, and Mr. Henry Lynor for the defendant.—In opening the case it was said that the plaintiff had been for some years associated with journalism, and in October last he was appointed editor of a new journal to be called the *Society Herald*. The defendant was the editor and proprietor of a paper called the *Chiel*, which circulated in Glasgow, and also on the southern side of the border. In the *Chiel* there was a column called "The Man in the Street," and in this column there was published on the 22nd October a paragraph which said "London is threatened with a new society journal. It will be called the *Society Herald*. The editor is said to be used to oakum picking, and the staff, I am told, consists of criminal lawyers and pugilists. There is hope for a thing of that kind. If you want a copy write to 191, Fleet-street, London." This was the libel complained of.—Mr. Percy Falcke Marks, the plaintiff, stated that he was the son of Professor Marks, of University College. There was no foundation whatever for the statement in the libel. He had never picked oakum.—Mr. Justice Hawkins: Either voluntarily or by compulsion? (Laughter.)—Witness: Neither. The staff of the paper was not composed of criminal lawyers and pugilists.—In cross-examination the witness said that he had been fined 50*l.* for a libel published in his paper, but he did not write that libel. He was also questioned about the paragraphs which had appeared in his paper, and which reflected upon the Queen, the Prince of Wales, and other members of the Royal Family.—Mr. Kemp called no witnesses, but he submitted to the jury that the paragraph complained of was really only a matter of "chaff," and not intended to convey the full meaning of what was said; that an ample apology had been offered; and that the 10*l.* paid into Court was sufficient to compensate the plaintiff for any harm that had been done him.—The jury considered the matter for about half-an-hour, and then said that they found for the plaintiff for the 10*l.* paid into court.—Both Mr. Kisch and Mr. Browne asked for judgment upon this finding.—Mr. Justice Hawkins said that he would give judgment for the plaintiff for the 10*l.*, and he refused to certify for a special jury. Later on he said that he would not give judgment one way or the other, but would look into the rules upon the subject. He asked the jury—leaving out of the question altogether the amount paid into court—to say what amount of damages the plaintiff was entitled to.—A Juror: None at all.—Mr. Justice Hawkins: That puts a new complexion upon the matter altogether; but they having found that the plea was not fully proved, the plaintiff was entitled to some damages. They could give anything, from a million to a farthing, inclusive of those two sums. What the plaintiff asked for was 1,000*l.*—Verdict for the plaintiff—damages, one farthing.

THE EMBEZZLER RUSSELL.

WHAT HE DID, AND HOW CAUGHT.

This morning Inspector Jacobs, of the Calcutta police, arrived by the *Diamond* with the necessary documents for the removal of Charles Edward Warner,—better known here as Russell, late clerk at the Hongkong Hotel,—to Calcutta, on a charge of embezzlement. In the course of conversation Mr. Jacobs said:—Warner is a Bombay man—his mother is in a milliner's shop there. About the beginning of 1886 he was sent by the chief manager of Singer's Sewing Machine Company, Mr. Patell, to Calcutta, to take charge of the branch there. After he had been there four or five months he got to living in style, going to the best hotels a good deal, taking young ladies, both married and single, to the Botanical Gardens and picnics, giving them presents of diamond rings and jewelry, for which he ran up big bills in the leading shops. You see he lived so dashingly that he had the *entrée* of good families, though in some he had to wait till the husband left on a voyage. About this time he began to forget to send his monthly statements of accounts and cash to Mr. Patell, who stood it a month or two, and then began to press him. He saw that matters were going to be awkward, so on the 18th Oct. he took out the balance of the money in the safe, about Rs. 3,000, and making up Rs. 2,000 in a parcel, along with his gold watch and chain, sent them to his mother, in Bombay. Next day, which was Sunday, he went to the shop, opened the safe door, threw a duplicate key down near by, and left the front door unfastened. It was found so by the police, and guarded till next day. He then turned up at the police-station, and stated that the premises had been broken into and the safe cleared of the money and his gold watch by means of a duplicate key. We made inquiries, but the more we inquired the more we suspected him, for the two reasons that he had been living far beyond his income, and because, although he said he suspected the "boys," he would not lay a charge against any of them. We telegraphed for Mr. Patell, and he set off to arrive on the 27th October. On the night of the 26th Warner left, without taking any luggage or saying where his letters had to be forwarded. Next morning two letters were found on his table, one addressed to his assistant, telling him that he was called away on business, and that he must open the shop. The other was to Mr. Patell, in which he said he had taken that step (absconding) in order that he might not bring ruin on several families. You see he had been pretty gay, and some of his letters had fallen into the hands of the husbands, instead of the wives, and there was going to be trouble. We traced him to the North-Eastern Railway, and there he disappeared. Well, we found a photograph of him in one of his boxes at the boarding house, and we copied it and sent the copies all over India, without result. The way we dropped on him was pure luck. He had been seen in Chittagong (he admits having been in Burmah, part of the time as war-correspondent) and we were looking for him there. In January Inspector Peterson, who had been concerned with me in the case, got leave, and went to Europe. He returned with some German friends *viâ* Hongkong. Whilst he was here he called and had something at the Hongkong Hotel and had to change a note. The boy at the bar had no change, and went for Warner, or Russell. When he came they were both taken aback, but as Peterson was in plain clothes, and didn't say anything, I suppose Warner thought he was mistaken. Peterson didn't cable to us, as it would cost so much, so he quietly ascertained what name Warner went by, and then came on to Calcutta. Then we sent Warner's photograph here, with a brief account of the embezzlement, and asked the authorities to detain him. I understand that he was then put under police surveillance, and a week or two later, being suspected of intending to leave for America, was arrested. I have not seen him yet, but I feel no doubt in the matter, as his mother has given up the money and watch he sent her—I have it here, with this necklet (an expensive looking one) which he bought for one of the girls. We have the things he left behind as well; there were two or three valuable bicycles and tricycles among them. Altogether he was Rs. 7,000 short when his accounts were examined. I expect to have him handed over to me on Monday, and shall ask for an escort to guard him, for after his stylish goings-on in Calcutta I should not be surprised if he tried to jump overboard rather than go back, and I can't hold him all the time.

Mr. Jacobs left Calcutta in the *Arratoon Apcar*, which collided with the *Hebe* in the Straits of Malacca on the 21st ulto. He says he was in the saloon about 3.30 a.m., being unable to sleep, when the vessels met. He was nearly thrown down, and ran on deck with the rest. Some of the *Hebe's* passengers jumped on board his vessel, being afraid the *Hebe* would sink. The vessels lay alongside each other overnight, and next morning the passengers were taken back. The *Arratoon Apcar* steamed slowly to Singapore and got in next morning.

THE DERBY.

The great race of the year has again been decided, and the electric wire tells us that the Blue Riband of the Turf has fallen to the Duke of Portland by the aid of Ayrshire, so that for two years in succession the highest stud honours have been achieved by gallant little Hampton, a sturdy son of Lord Clifden and Lady Langdon that I well remember seeing in his three year old days, ridden by Bob I'Anson and carrying 12st, vainly struggling up the Croydon hill in pursuit of the mighty Chandos at the finish of of the Grand National Hurdle Race. That was in December 1875, and I question very much if any horse the world has ever seen could have beaten Chandos that day over two miles and a quarter with a dozen hurdles on the track, for although carrying the steadier of 12st. 7lb. the big chesnut son of Oxford and Isis came clear away from his field immediately Jewitt gave him his head, and that field was about the highest class crowd that ever contested a hurdle race, comprising in addition to Chandos and Hampton, such excellent performers over the sticks as Ropedancer, Little Princess, Bras de Fer, Castle Wellan, Martini, Weathercock, Melitta, and Sivori. And now the whilom selling plater and hurdle racer, after developing with increasing years into one of the "crack" racers of the century, gains fresh laurels at the stud by siring the winner of the Derby two years in succession. The Duke of Portland must be considered an exceptionally lucky turfite; he only commenced racing half a dozen years ago, and Fortune's favors have been literally showered on him. With Mowerina and Modwena he won lots of races, and had the peerless St. Simon been eligible for the classic events in 1884 there can be no doubt that he would have won the Guineas, Derby and St. Leger without an effort. Only a few weeks ago his Grace landed the Portland Stakes at Leicester, worth £6,000 to the winner, and the richest two year old race ever contested, with Donovan, a son of his old favorite Mowerina, and now Ayrshire, after proving victorious in the Two Thousand Guineas, has added the Derby to his succession of triumphs. It is said that it is better to be born lucky than rich, but the Duke of Portland has been one of fortune's special favorites, for not only is he enormously wealthy but his luck, on the turf at least, has been truly marvellous.

The glorious uncertainty of the turf has again been fully borne out by the result of the Derby. At the end of last season both Guineas and Derby were regarded as a mere question of health for Friar's Balsam, one of the best two year olds, according to public form, that had ever looked through a bridle. Even Bend Or and his dying son, the invincible and unbeaten Ormonde, although both ran throughout their first seasons unchallenged, could not show a more promising record than that of the Kingaclere colt, and not only was the son of Hermit in shape, make, and conformation a Derby horse all over, but he stood sound, and true on a capital set of limbs, and gave not the slightest indication of unsoundness in any respect whatever. What the betting world thought of his prospects is indicated by the fact that the odds against him for the Derby six months ago was only 2 to 1, and before the Two Thousand Guineas even money was taken. Here is the colt's record:—

Friar's Balsam, a chesnut colt by Hermit out of Flower of Dorset, is the joint property of Sir Frederick Johnston and Lord Alington, and was bred by them, the dam having some fifteen years ago been a well known performer on the race course in the colours of this dangerous confederacy. Early last summer it was rumoured that the owners of St. Blaise had a flyer in the son of Flower of Dorset and when he made his *début* in the New Stakes at Ascot on June 9th, his great reputation was so thoroughly believed in that he started at the short odds of 13 to 8 in a field of seven runners, which included such well tried youngsters as Seabreeze, Ayrshire, and Bartizan. That no mistake had been made in estimating Friar's Balsam capabilities was quickly proved, as in the hands of Tom Cannon (who rode the colt in all his engagements save one), he won this valuable stake (£1,322) in a common canter by three lengths from Seabreeze, with Ayrshire a bad third. Going on from Ascot to Stockbridge, a favorite battle-ground of Sir Frederick Johnston's, Friar's Balsam, with odds of 95 to 40 *on*, won the Hursthourne Stakes (value £1,150) from Balderdash, Harpagon, and Fleur de Marie without an effort. The slashing son of Hermit was next seen out at Newmarket in the July Stakes (£1,320), for which event odds of 9 to 4 were laid on him to beat Seabreeze, Chillington and Luman, and this he did very cleverly by three parts of a length, Lord Calthorpe's daughter of Isonomy and St. Marguerite making a much closer race with the "crack" than in the New Stakes at Ascot. The Richmond Stakes at Goodwood (value £817) proved a mere exercise canter for Friar's Balsam, who, with George Barrett in the saddle started with the long odds of 25 to 1 laid on him against Lord Ernest and Zoophite; and three days later he walked over for the Molecomb Stakes of £375. Friar's Balsam was then specially prepared for the Middle Park Plate (of £2,235), run at the Newmarket Second October Meeting, and with odds of 9 to 4 *on*, although carrying the extreme penalty, he won very easily from Lord Londonderry's Hazlehatch (an unbeaten son of Hermit and Hazledean that had previously been returned the winner of the Champion Breeders' Foal Stakes at Derby and the Breeders' Foal Stakes at Manchester), with Seabreeze third, and two others unplaced. The Dewhurst Plate (of £1,447), run over the last seven furlongs of the Rowley mile at the Newmarket Houghton Meeting, added one more to Friar's Balsam's brilliant succession of victories, and with odds of 100 to 3 *on*, he beat Blanton and Sky Pilot, who ran a dead-heat, by three lengths. This was the colt's last appearance as a two-year old and he retired into winter quarters with an unbeaten certificate, having won seven races 'off the reel,' of a total value of £8,666. In the opinion of John Porter, who trained the colt, and whose experience and judgment are unsurpassed, Friar's Balsam was about the speediest two year old he ever trained, and this is saying a great deal when it is remembered that Porter trained all Sir Joseph Hawley's famous "flyers," Blue Gown, Rosicrucian, Pero Gomez, and dozens of others, before having Geheimniss, Shotover, Bend Or and Ormonde through his hands. Porter, however, said nothing about the Friar's *staying* qualities, and it must be confessed that his breeding reads more like sprinting than staying. It was evident before the Guineas that something was wrong with the favorite, or Orbit would never have run in that race, in which, it appears, Friar's Balsam started at 3 to 1 *on*, and was beaten off. Shortly afterwards he was scratched for the Derby and Grand Prix de Paris, and he, has either broken down or has been proved a non-stayer. And now for the winner and placed horses in the big event.

Renewal of the Derby Stakes of 50 sovs, each half forfeit; colts 9st., fillies 8st. 9lb.; then three year olds; about a mile and a half; owner of second horse to receive 300 sovs, and the third 150 sovs, out of the stakes.—192 subs.

The Duke of Portland's b. c. Ayrshire, by Hampton—Atalanta	1
Mr. Vyner's ch. c. Crowberry, by Rosebery—Lizzie Lindsay	2
Mr. Ernest's ch. c. Van Diemen's Land, by Robert the Devil—Distant Shore	3

Ayrshire, the property of the Duke of Portland, is a bay colt by Hampton out of Atalanta, and was if we mistake not, bred by his present owner. As a two year old he competed in seven races, the last five of which he won. His first appearance on a race-course was at Manchester in the Whitsuntide Plate (of £1,725, 15s.) on June 2nd, in which he started a hot favorite at 5 to 2 in a field of 19 runners, but getting away badly he was beaten into third place by Mr. Douglas Baird's Briar-root (by Springfield-Eglantyne) and Lord Zetland's colt by Isonomy-Ellangowan, the future One Thousand Guineas' victrix winning by a neck, with a head between second and third. At Goodwood Ayrshire was a bit "off colour" and could only finish a bad third to Friar's Balsam and Seabreeze, but his succeeding five races he won handsomely without a check. At the Bibury Club Meeting he secured his first winning bracket in the Home-bred Stakes (£410), beating the Duke of Westminster's Challenge by three quarters of a length, with the Duke of Beaufort's Irgunder, which started favorite at 2 to 1, beaten a neck for third place. Only three horses started for this event and the owner of each holds the highest rank in the peerage. In the Royal Plate (£1,325) at Windsor, with 6 to 4 against him, Ayrshire romped away from the Duke of Beaufort's Hark, Lord Calthorpe's Toscano, and four others, and at the Newmarket July, starting at evens, he carried a 7lb. penalty successfully in the Chesterfield Stakes (£780), the beaten lot comprising Bartizan, the colt by Barcaldine out of Chaplet, Simon Pure, Disappointment, and A Life's Mistake. In the valuable Prince of Wales' Stakes (£3,000) at Goodwood, the Hampton colt further added to his laurels, cantering away from Simon Pure, Juggler, and three others, and landing the odds of 5 to 2 freely laid on him almost without an effort. Ayrshire's last public show as a two year old was in the Champagne Stakes at Doncaster, the day before Kilwarlin won the St. Leger. The Champagne (which last year was worth £1,050) has always been regarded as a capital test for the three year old classic events, and on this occasion Ayrshire, for the first time since his defeat at Ascot by Friar's Balsam and Seabreeze met anything of attested high class form. However, even with Crowberry and Caerlaverock in the field, only 5 to 4 were laid against the Duke of Portland's champion, and after a fine race he secured the Judge's fiat from a rank outsider, Mr. Douglas Baird's Marmiton, by two lengths, Lord Zetland's Caerlaverock being beaten a short head for second place. After this victory Ayrshire, who was ridden in all his races by C. Wood, retired for the season, his owner being determined to give the the colt every chance for his three-year old engagements. This season Ayrshire won the Riddlesworth Stakes at the Newmarket Craven, and the Two Thousand guineas, and doubtless he started a hot favorite for the Derby. Crowberry, a chesnut colt by Rosebery out of Lizzie Lindsay, is the property of Mr. Vyner, a Yorkshire gentleman who has for many years been a prominent figure on the English turf. Out of nine attempts as a two year old Crowberry secured five races, commencing at Lincoln in March and winding up in November at Manchester. He made his *début* in the Brocklesby, but as he is not mentioned in the betting was probably big and out of condition—at all events, ridden by J. Osborne, he was "nowhere" to Volcano, Saltpetre, and Saltfoin. At Epsom Summer Meeting Crowberry, ridden by F. Webb, easily landed the Chetwynd Plate, of £196, from La Bella and six others, and with odds of 7 to 2 *on* he also secured the Epsom Two Year Old Plate of £196 for Treasurer, Gentility, and four other platers, Webb again having the mount. At Ascot Mr. Vyner's colt gave the public the first inkling of his real quality when, with Warne up he easily

The Hongkong Telegraph.

SATURDAY, JUNE 2, 1888.

SIX DOLLARS PER QUARTER

N°. 1943.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$7,500,000.
RESERVE FUND 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
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MANAGER.
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LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL 500,000

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
HONGKONG BRANCH.

10

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1885. [28

Auctions.

PUBLIC AUCTION OF STEAM LAUNDRY MACHINERY.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 4th June, 1888, at 2.30 P.M., at the late

STEAM LAUNDRY WORKS, Bowrington.

(FOR ACCOUNT OF WHOM IT MAY CONCERN.)

1 PATENT McALPINE WASHING MACHINE.
2 PATENT ROTARY STEAM WASHING MACHINE.
1 PATENT 108" DECONDUN IRONING MACHINE.
1 PATENT 54" DECONDUN IRONING MACHINE.
1 PATENT MANGLE.
1 STARCHING MACHINE.
1 SQUEEZING MACHINE.
1 BLUE RINSER and 2 IRONING STOVES.
1 CORNISH BOILER.
1 DOUBLE CYLINDER HORIZONTAL ENGINE.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, 26th May, 1888. [515

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot,

ON

TUESDAY,

the 5th day of June, 1888, at 3.30 P.M., are published for general information.

By Command,

FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th May, 1888. [548

Particulars and Conditions of the letting by Public Auction Sale, to be held on TUESDAY, the 5th day of June, 1888, at 3.30 P.M., by Order of His Excellency the Governor of Two Lots of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
2	" 1,147	Inland Lots No. 1,146 Peak Road above the Albany	120	162	193	145	25,172	$ 116	$ 4,975
1	" 1,147	Inland Lots No. 1,146 Peak Road above the Albany	...	120	293	95 47/100 feet.	26,112	120	5,120

PARTICULARS OF THE LOTS.

AUCTION SALE OF HORSES.

NOTICE is hereby given that on the 24th of June proximo there will be sold at LAC STREET, HANOI, TONKIN, (in front of the Pagoda), by Public Auction Sale, FIFTY-FIVE HORSES of ARABIAN BREED.

H. L. VERLEYE,
Consul for France.

Consulat de France,
Hongkong, 28th May, 1888. [528

For Sale.

FOR SALE.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL
$7 25 per Case of 4 Dozen Quarts.
9 00 " 8 " Pints.

EDUARD SCHELLHASS & CO.,
Sole Agents,
Hongkong and China.

Hongkong, 3rd May, 1887 [463

FOR SALE AT MACAO.

ON MODERATE TERMS.

AN extensive property on the business side of the town, consisting of TEN STRONGLY BUILT GODOWNS, with Rooms above suitable for Offices or Dwelling Houses; Six small Dwelling Houses, attached to a Chinese Hong; and a piece of spare ground suitable for building purposes.

There are two separate entrances to the property, one opening on the Harbour close to the Steamboat Co.'s Wharf.

For full particulars, apply to
"THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 3rd April, 1888. [366

Intimations.

KELLY & WALSH, LD.

HAVE RECEIVED A VERY FINE ASSORTMENT OF EXTRA SUPERIOR QUALITIES OF

MANILA CIGARS.

COMPRISING THE FOLLOWING CHOICE BRANDS:—

FLOR DE LA ISABELLA:—
REGIOS in boxes of 25
ORIENTALES " 50
REGALIA BRITANNICA " 50
NON PLUS ULTRA " 50
REGALIA IMPERIAL " 50
LONDRES " 50
REINA VICTORIA " 50
LA MONTANEBA:—
PRINCESSA " 50
FLOR DE PRENSADOS " 50
CAPRICHOS " 100
COMPANIA GENERAL:—
3a. HABANO " 100
NUEVO HABANO in boxes of 100 and 250
2a. CORTADO in boxes of 100
1a. HABANO " 100
LARGOS ESPECIALES " 100

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 26th May 1888 [7

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 [91

LANE, CRAWFORD & CO.

PIANOS.

BY BROADWOOD, COLLARD, BECHSTEIN, CHAPPEL, CRAMER, HAAKE, &c.

FROM $275

PIANOS FOR HIRE, PIANOS TUNED.

INSTRUMENTS BY THE RECOGNISED BEST MAKERS ONLY, KEPT IN STOCK.

LANE, CRAWFORD & CO.

Hongkong, 25th May, 1888. [29

W. BREWER

HAS JUST RECEIVED.

DOG COLLARS. Leather Dog Leaders.
Rug Straps. Riding Whips.
Patent Book Files. Spike Files.
Office Ink Stands. Stamp Dampers.
Ever Ready Stamping Pads.
Fine quality Solid Soled Tennis Shoes.
Very fine collection of New Chromos in English Frames.
Academy Pictures Copies.
Sacred Statuary consisting of Sacred Hearts, Cribs, St. Augustine, St. Francis, Lady of Lourdes, &c.
Photo Frames. Double Photo Cases.
Webster's Unabridged Dictionary & Russia.
Set Dicken's Works in Case.
Old Bamboo Hewers—Story by Dickens.
Travels in Manchuria, by James.
Pitman's Shorthand Books.
Quantity of New French Books.
New Volume Marine Engineer.
Large quantity New Summer Reading.
Tin Oil Colour Boxes.
Moist Water Colour Boxes.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 31st May 1888 [100

PIANOS! PIANOS! PIANOS!

HEUERMANN, HERBST & CO.,

SOLE AGENTS FOR THE

TRANSPOSING SCREW TUNED PIANOS.

WITH Mechanism for transposing for the accompaniment of singing or other instruments, being specially built for damp and hot climates by the celebrated works of

WILLIAM SCHÖNLEIN,
"BERLIN."

We invite the public before making any rash purchase to come and try these first class Pianos.

HEUERMANN, HERBST & CO.,
Sole Agents.

Hongkong, 18th May, 1888. [27

ROSE & CO.

HAVE RECEIVED

AND ARE SHOWING A CHOICE ASSORTMENT OF

MATERIALS FOR LADIES AND CHILDREN'S SPRING AND SUMMER DRESSES,

IN NEW DESIGNS.

ALSO,

A LARGE STOCK OF LADIES AND CHILDREN'S STRAW HATS,

THE "SAILOR HAT" FOR LADIES, IN ALL KINDS OF STRAW & COLOUR.

ROSE & CO.,
37 & 39, QUEEN'S ROAD, HONGKONG.

Hongkong, 7th April, 1888. [40

Shipping.

STEAMERS.

FOR SINGAPORE.

THE Steamship

"DEUTEROS,"

Captain Iwersen, will be despatched as above on WEDNESDAY, the 6th June, at 4 O'CLOCK P.M.

For Freight or Passage, apply to
AH YON & Co.

Hongkong, 28th May, 1888. [534

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and taking through Cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Darke, will be despatched for the above Ports, on SATURDAY, the 9th June.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 29th May, 1888. [541

FOR SANDAKAN AND KUDAT.

THE Steamship

"DAFILA,"

Captain C. Nielsen, will be despatched as above, on FRIDAY, the 15th June, at 4 O'CLOCK P.M.

For Freight or Passage, apply to
AH YON & Co.

Hongkong, 28th May, 1888. [535

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"MELPOMENE,"

Captain A. Malusa, will be despatched as above on TUESDAY, the 12th of June, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 1st June, 1888. [549

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"C. C. CHAPMAN,"

Hichborn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 1st June, 1888. [550

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"WANDERING JEW,"

Nichols, Master, shortly expected, will load here for the above Ports, and will have a quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 1st June, 1888. [551

Mails.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA,"

3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE, and YOKOHAMA, on TUESDAY, the 12th June, at THREE P.M.

To be followed by the S.S. "ABERDEEN" on the 21st June, and S. S. "ABYSSINIA" on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.) $160.00
To San Francisco..... " 175.00
To all Common Points in Canada and the United States 200.00
To Liverpool " 300.00
To London..... " 305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 11th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 1st June, 1888. [36

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 6th day of June, 1888, at 4 P.M., the Company's Steamship "NECKAR," Captain H. Supmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 5th June, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 14th May, 1888. [4

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 9th June, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 19th May, 1888. [1

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC"

will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 20th June, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 30th May, 1888. [2